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HONGKONG FRIDAY, OCTOBER 5 1917.

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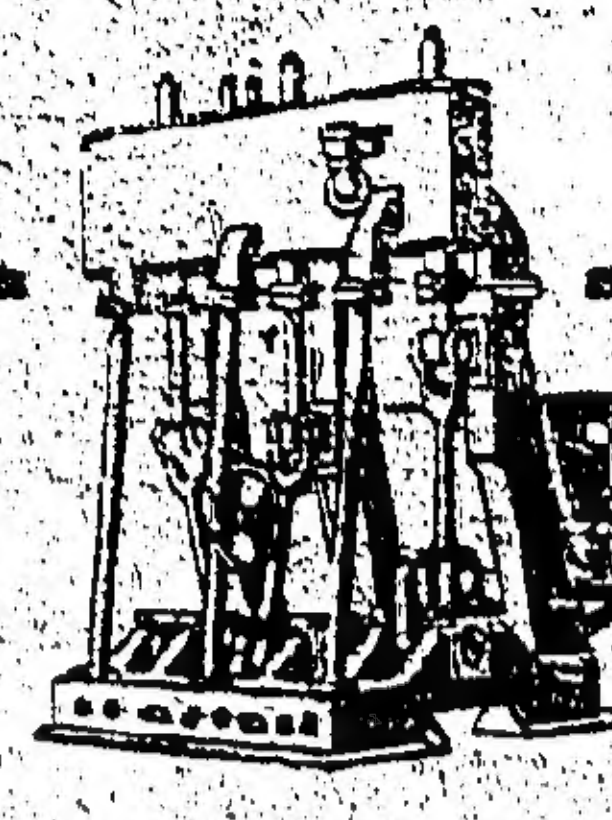
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## THE WAR.

### TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

#### ANOTHER BRITISH ATTACK.

London, Oct. 3.  
11 p.m.  
Field-Marshal Sir Douglas Haig reports:  
The enemy heavily bombarded this morning, the positions between Tower Hamlets and Polygon Wood. His infantry attempted to advance but our artillery broke down the attack, on the bulk of the front, before it reached our lines. A few penetrated the barrage, to the north of the Menin Road, but our infantry completely repulsed them, and our positions are intact.  
There was a great artillery duel to the east of Ypres.  
Our aeroplanes dropped eight tons of bombs, on Tuesday, and hits were observed on three aerodromes in the Courtrai area and a fourth near Cambrai. We successfully attacked dumps near Douai and ridings at Roulers.  
The enemy avoided our fighting planes but attacked the long distance bombing planes, far to the eastward of the line.  
Six German machines were brought down and four were driven down. Six of ours are missing.

#### THE NEW ATTACK

##### SATISFACTORY PROGRESS.

London, Oct. 4.  
We attacked, at 6 this morning, on a wide front, to the east of Ypres.  
Our troops are making satisfactory progress and a number of prisoners have already been taken.

#### THE HOMERIC CHARACTER OF THE CONTEST.

London, Oct. 4.  
Colonel Repington, writing to the Times, and referring to Field-Marshal Sir Douglas Haig's repulse of the enemy's furious and reiterated counter-attacks, emphasises the unusually arduous conditions under which these victories have been gained. He says: For some weeks the British armies alone have delivered attacks and along the whole vast length of the other allied front there has been no great attack at all. When the whole length of the Allied line is over 1,600 miles and we are doing the chief fighting on a front of a dozen miles, the character of the contest becomes somewhat Homeric. Although the enemy has brought up men, guns and aircraft from all the other fronts and concentrated them against us, the Germans were beaten every day.

#### GERMAN REPORT.

A German official message states: There was a powerful artillery duel throughout the night from Houtbuit Wood to Lys, and this morning there was drum fire. Strong English attacks developed.  
A French attempt to recapture the position at Hill 244, broke down.

#### BOMBING THE BELGIAN COAST.

London, Oct. 4.  
The Admiralty announces that naval aircraft bombed St. Denis, Westhoek, Belgium, last night. Bombs, rockets and incendiary bombs were dropped on the railway station and on the town.

#### BRITISH REPRISALS.

##### DECISION OF THE BRITISH GOVERNMENT.

London, Oct. 4.  
Reuter learns, on the highest authority, that the Government has decided to adopt reprisals.

LATER.  
The Times states that the Cabinet decision to carry out reprisals presumably means that construction has now reached a point at which an air offensive can be undertaken without interfering with the requirements of the Army in the field. The Government's policy is not one of hurried improvisations, as the result of raids.  
It is stated that the Government has ordered a greatly increased production of aeroplanes for raiding purposes.

#### MORE FRENCH REPRISALS.

London, Oct. 4.  
A French communiqué states that the artillery, on both sides, was active, on the night of the 3rd. As a reprisal for the bombardment of Bar-le-Duc, our aircraft bombed Frankfurt and Rastatt.

#### THE OPERATIONS IN EAST AFRICA.

##### THE ENEMY CORNERED.

London, Oct. 4.  
Reuter's special correspondent, telegraphing from Massindye, states that the situation in East Africa was interesting as it is hopeful.  
The theatre of war is now confined to a single corner of the Colony and the difficulty of moving the troops, which was so great early in the campaign, has been obviated by the establishment of air bases at Kilwa and Lindi, in close proximity to the fighting front at Mahenge, Liwale and Mtsiwa, which are the only points of importance left to the Germans, and the net is daily drawing closer around them.

#### THE ITALIAN FRONT.

London, Oct. 4.  
An Italian official message states: We broke up repeated enemy attacks, on the western slopes of Mont St. Gabriello.

#### THE BALKAN FRONT.

#### BRITISH AIRCRAFT AND CAVALRY OPERATIONS.

London, Oct. 4.  
A British message from Salonika states that our aeroplanes carried out a most successful raid on an extensive scale, bombing camps and dumps at Belashitz and Plazina. They machine-gunned and scattered troops and brought down one hostile aeroplane.  
Our cavalry drove out enemy detachments from Jemimah and to the south of Setes, and destroyed an observation post.

#### NEW GERMAN "TANK."

London, Oct. 4.  
Reuter's Correspondent at French Headquarters states:  
The Germans are experimenting with a tank fitted with a beam to assist in crossing trenches. A small conning tower for observation purposes projects from the roof. The armour comes well down protecting the caterpillars, and it carries a three-inch gun and two machine-guns.

#### AMERICA'S WAR FINANCE.

Madison, Wisconsin, Oct. 4.  
Mr. McAdoo, in a speech, said that, excluding the taxation of the United States, they must raise \$1,000,000,000 per year to pay the war debt during the current year. He added that success was certain.



## INTIMATIONS

## VICTORIA RECREATION CLUB.

ENTRIES CLOSE for the HARBOUR RACE at 6 P.M. on 5th inst. to HON. SECRETARY, Victoria Recreation Club, Hongkong, Oct. 4, 1917. 2159

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1915 the EXCHANGE BANKS will be CLOSED for the Transaction of Foreign Business on MONDAY, the 8th instant. Hongkong, Oct. 4, 1917. 2170

## THE "GLEN" LINE LTD.

WE have this Day been appointed Agents of the "Glen" Line Ltd. All enquiries should be addressed to the undersigned. JARDINE, MATHEW & CO., LTD., Agents, "Glen" Line Ltd. Hongkong, Oct. 1, 1917. 2153

## "OUR DAY".

LADIES willing to SELL ROSES on "OUR DAY" 15th October, are requested to send in their names by Saturday, 6th October, to LADY MAY, Government House. Writers are requested to state their preference, if any, for a particular district, which will be considered as far as possible. ENVELOPES SHOULD BE MARKED "OUR DAY". Hongkong, Sept. 26, 1917. 2139

## MASSAGE.

MR. HINDA, Trained male Masseuse. Ten years experience. Formerly of Tokyo Military Hospital. WILL VISIT PATIENTS' RESIDENCES IF PREFERRED. No. 218, Queen's Road East. 2154

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 13th October, 1917, at 12 o'clock Noon, at the Offices of the Hongkong Jockey Club, on the ground floor of the Hongkong Club Annex, Chater Road. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, Sept. 29, 1917. 2147

## NOTICE OF REMOVAL.

NESTLE & ANGLO-SWISS CONDENSED MILK CO., HONGKONG, 11 Queen's Road Central. On account of alterations to our present Office Buildings, we are temporarily removing to 7 QUEEN'S ROAD CENTRAL, formerly German Bank Building, at which address all communications should be made as from 1st October, 1917. Hongkong, Oct. 1, 1917. 2149

## DAIRY FARM NEWS.

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## COMIC

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6004 I've found Kelly ... You're the one  
3008 I wish it was Sunday night ... I wish that I was a lady's man  
3008 My lass from Glasgow Town ... I never heard father laugh so much before  
3042 It's a grand old song—Home Sweet Home  
05 I'm John Mackenzie O' ... I'm a fine Scotland ...

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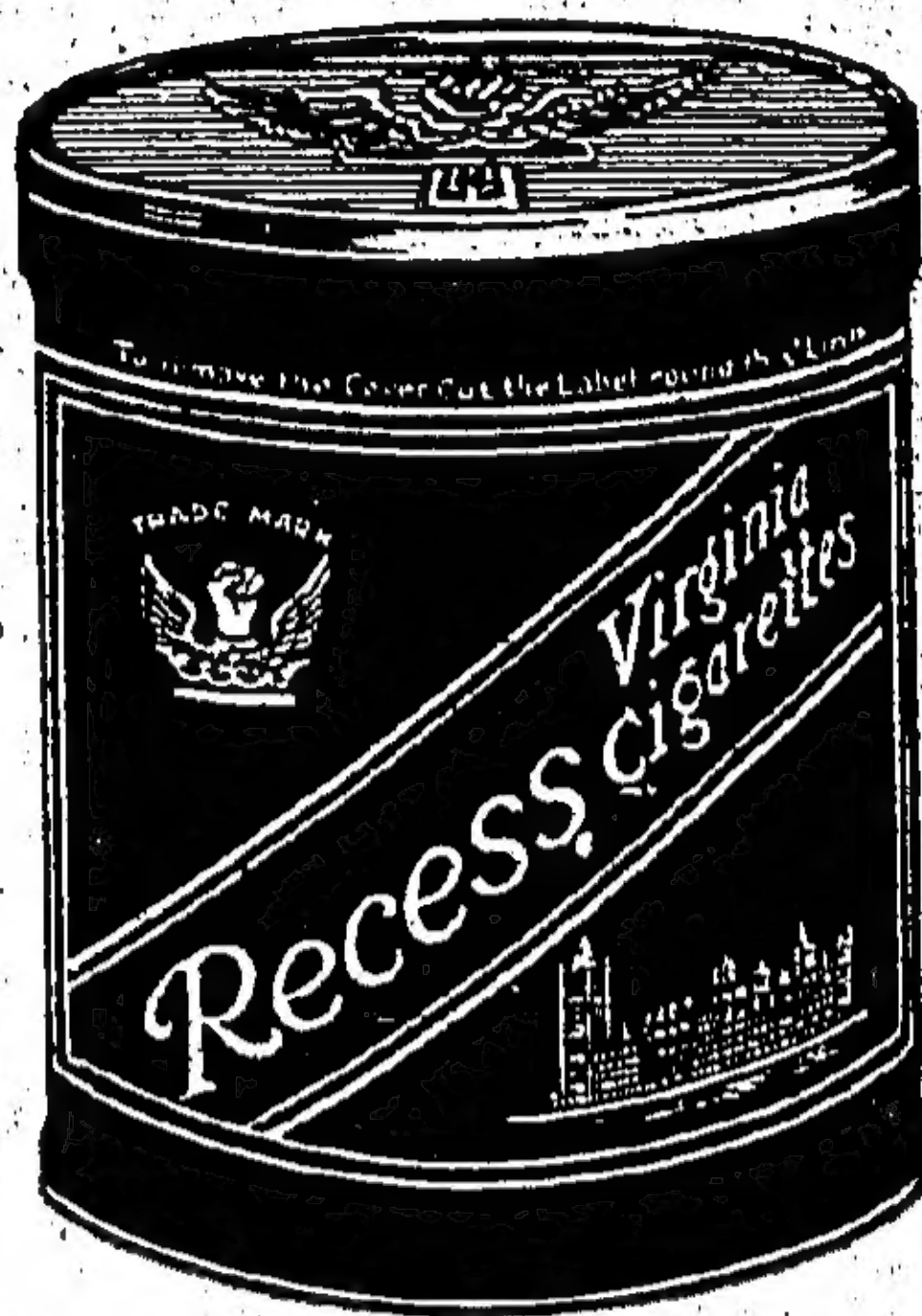
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WESTMINSTER TOBACCO CO., LTD.

## GERMANY'S CRUELTY TO HER SLAVES.

## BELGIAN DEPORTEES RETURN BROKEN AND DYING.

## GRUESOME ACCOUNT BY A FUGITIVE.

A citizen of Liege, who has succeeded in escaping from Belgium, draws a terrible picture, says Reuter, of the sufferings of the repatriated deportees and of the brutality with which the unfortunate people are still treated by the Germans. "This escaped Belgian has been engaged since March as an infantry outside Liege station, and has witnessed the arrival of train after train of repatriated deportees. Describing what he had seen, Reuter's informant said:—

"Many of the men had to be detained at Liege owing to their desperate condition. The trains contained sometimes 600 to 800 men, who had been for three days practically without food.

"A great many of them had their feet and legs frost-bitten or frozen off, and had to be carried on stretchers. They had been obliged to walk for hours in their stinking fetid snow. We had an average of two deaths every day in our small infirmary.

"Some of them were so famished that they could not take any food, and had to be fed with a spoon. Others ate ravenously anything that they could snatch from your hand.

"Eighty per cent. are stricken with tuberculosis, and will never recover. Such is the result of a few months' spent in the German prison camps and commandos.

CHOWEN IN RAGE

"The first time we saw them slight from the train we could not believe that these ragged, ghostly, with haggard faces and feet wrapped in muddy sackcloth, could be the same men who had passed through Liege singing patriotic songs on their way to Germany.

"According to their reports, many have died over there. Many also died on the way home, every train bringing a load of three or four dead as well as dying. Many more have died at home later, after horrible sufferings from the incurable diseases which they have contracted.

"But these physical tortures are nothing beside the moral trials to which they have been subjected. Some of the men have gone quite mad, and do not realize that they have come back. One of the men I attended in his delirium repeated incessantly the same cry, while making a movement as if pushing something away. 'I will not sign, I will not sign.' He did not, and he died for it in my arms."

## SAILOR WAR-PRISONERS.

## 1915 REPATRIATION AGREEMENT BY ENGLAND AND GERMANY.

AMSTERDAM, Aug. 9. According to the "Norddeutsche Allgemeine Zeitung," the Hamburg Committee for Commerce, Shipping, and Industry has been informed by the Imperial Chancellor that in December 1915 an agreement was concluded between the British and German Governments, according to which sailors and apprentices of the mercantile marine who, on December 4, 1915, were 50 and 17 years old respectively, were to be repatriated.

All German soldiers, the statement says, have returned home, with the exception of six apprentices.

In accordance with a further treaty concluded at the end of last year, all officers and sailors of merchant vessels of 45 years of age are also to be sent home.

Regarding the repatriation of civilians fit for military service, and ships officers and sailors between the ages of 17 and 45, negotiations have not yet concluded.

The statement adds that owing to the unrestricted U boat warfare the repatriation of civil prisoners had been generally interrupted. Regarding the resumption of repatriation negotiations are now proceeding with the British Government.—Reuter.

## SOVEREIGN AND FOREIGN AFFAIRS.

A question was asked in the House of Commons by Mr. Swift MacNeill with reference to certain statements attributed to Prince Henry of Prussia in the articles in the "Daily Telegraph" by Mr. Gerard, former United States Ambassador to America.

Mr. Gerard reported a conversation with Prince Henry, in which a statement with regard to Britain's foreign policy—since authoritatively denied—was attributed to King George.

Mr. MacNeill asked for an assurance that the rule of constitutional practice still obtained, namely, that the Sovereign did not take independent action in foreign affairs.

Mr. Bonar Law's reply was that the rule still obtained, and there had been no change in the practice that prevailed during the reign of Queen Victoria.

## JUST TWO TO-NIGHT

are all you need of Pinkettes to dispel constipation, "liveriness," sick headache, biliousness.

## PINKETTES

the little pink tablets which stimulate digestion, cleanse the bowels, and give you a fresh, healthy, and happy life.

## MAD ENGINE DRIVER.

## SUPPOSED CAUSE OF THE ITALIAN SMASH.

The Genoa-Milan express met with disaster early in August. The death toll amounted to 40, whilst the injured exceeded 100, of whom 80 were grievously hurt.

Among the killed were an American traveller named Rena Hammond, and an as yet unidentified English lady, who was carrying considerable sums in bank notes, cheques, and ready cash. Several prominent bankers, industrialists, priests, doctors, and military men also lost their lives.

The disaster is supposed to have been due to a sudden access of madness on the part of the inexperienced engine-driver, as a result of which the train ran uncontrolled at a tremendous velocity till it was derailed on rounding a sharp curve at Argenta Scivola.

The engine leapt up perpendicularly from the rails. Half a dozen of the nearest carriages became piled one on top of another and took fire. At the same time, the engine-driver and the fireman, as well as most of the officials on the train, perished, and the engine was reduced to a mass of twisted wreckage. It is unlikely that the real cause of the disaster will be ascertained.

## £16,000,000 A DAY FOR WAR.

Mr. Bonar Law stated in Parliament recently that according to official statements the expenditure of the German Government from February to May of this year was at the rate of £16,000,000 per month, or about £5,000,000 per day, compared with £1,000,000 per month for the first half of 1916. The figure did not include civil expenditure or loans to allies.

The total expenditure of the French Government out of the vote of credit for all purposes was £137,000,000 per month, or £4,566,666 per day, and for the 115 days of the present financial year our own daily expenditure was at the rate of £2,780,000 per day.

## COUGHING INTO CONSUMPTION

"Only a Cough," but you say it's only a cough.

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

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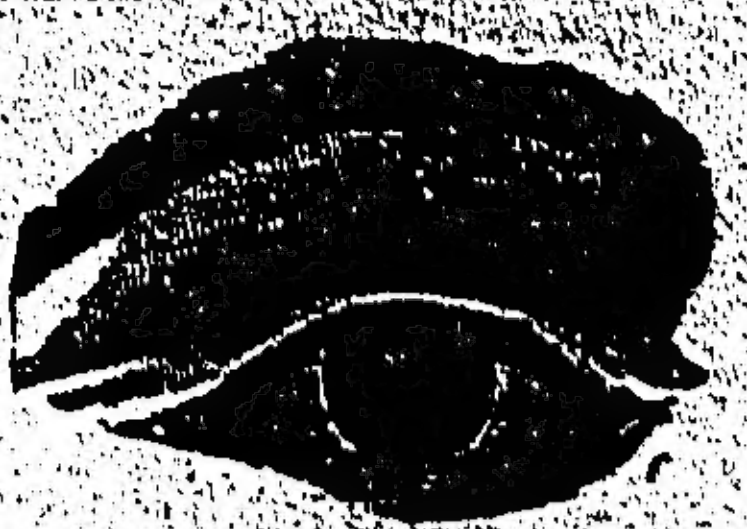
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DOCK NO. 3	100	20	10	10
DOCK NO. 4	100	20	10	10
DOCK NO. 5	100	20	10	10
DOCK NO. 6	100	20	10	10
DOCK NO. 7	100	20	10	10
DOCK NO. 8	100	20	10	10
DOCK NO. 9	100	20	10	10
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daily association with Mrs. Todd  
while I was a member of her church,  
I am enabled to say that she was  
worthy to be a member of that church.

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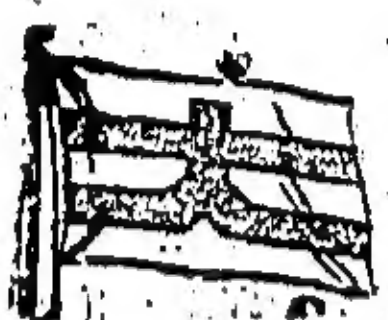
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"PANAMA MARU".....Saturday, 27th Oct. at 3 p.m.

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## ROTTERDAM LLOYD ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAM LLOYD")

Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

STEAMERS	Tons	DATE
"OPHELIA"	8,000	12th October.
"PRINCESS JULIANA"	14,000	24th October.
"WILHELM"	8,000	7th November.
"HILBRANDT"	10,000	21st November.
"LORETOER"	10,000	5th December.
"KINDJANI"	8,000	19th December.
"VONDEL"	8,000	2nd January.
"QUANJE"	10,000	
"GHOTUIS"	10,000	
"KONINGIN DER NEDERLANDEN"	15,000	

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LUN,

AGENTS.

## HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON &amp; NEW YORK via

PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Atlantic Coast).

For Freight &amp; further particulars, apply to

**DODWELL & CO., LTD., Agents.**

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## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	YINCHOW	Oct. 7, Daylight
HAIPHONG via HOIHOW & PAKHOE	Kauro	Oct. 7, at 9 a.m.
SWATOW & BANGKOK	Lucho	Oct. 7, at 9 a.m.
SHANGHAI	CHENAF	Oct. 8, at 4 p.m.
SHANGHAI	SINKING	Oct. 11, at 4 p.m.
SHANGHAI	ANNU	

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Telephone No. 34.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	YUENSANG	SATURDAY, Oct. 6, at 3 p.m.
HAIPHONG	TAKSANG	TUESDAY, Oct. 9, at 7 a.m.
TIENTSIN	CHIPSING	SATURDAY, Oct. 13, Daylight
MANILA	LOONGSANG	SATURDAY, Oct. 13, at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Pusan.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, but through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their photographs and description affixed thereto.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.

Tel. No. 215.

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## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW

## AND RETURN.

(Occupying 2 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAITAN.....Capt. A. E. Hodgins.....TUESDAY, 9th Oct. at 12 Noon.

## SWATOW

Arrivals and Departures from the Company Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

**DOUGLAS LAFRAIK & Co.**

General Managers.



## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	18,000	15th October.
TENYO MARU	22,000	26th October.
NIIPPON MARU	11,000	16th November.
SHINYO MARU	25,000	23rd November.
PERIA MARU	9,000	7th December.
KOREA MARU	18,000	

Omit call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU

SAN PEDRO, SALINO CEZ, BALEDIA.

CALLAO, AERICA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
KIYO MARU	17,300
SEIYO MARU	14,000
ANJO MARU	14,500

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passenger may travel by rail between ports or call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

**T. DAIGO, AGENT,**

KING'S BUILDING.

Telephone Nos. 2374 and 2375.

Telephone Nos. 2374 and 2375.

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## NOTICES TO CONSIGNEES

## TOYO KISEN KAISHA.

FROM SAN FRANCISCO via

HONOLULU, JAPAN PORTS

AND SHANGHAI.

THE Steamship

SIBERIA MARU.

The above named Steamer having

arrived at Hongkong, Consignees

of Cargo are hereby informed that

their Cargo is being landed at the

Hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.

Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified

that they must produce an Import permit

signed by the Superintendent of Imports

and Exports, Hongkong, before Bill of

Lading can be counter-signed.

All broken, chafed and damaged Goods

are to be left in the Godown, where they

will be examined on MONDAY, 8th

October at 10 a.m.

All claims must be presented within a

month of the steamer's arrival







## HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

## STRENGTH.

Pte. W. Greig was enrolled on 25.9.17 and posted to "A" Coy. No. 2 Platoon.

Pte. J. O. Wiseman was enrolled on 25.9.17 and posted to "A" Coy. No. 2 Platoon.

Pte. C. A. Grimes was enrolled on 27.9.17 and posted to "A" Coy. No. 4 Platoon.

Pte. J. E. Wallace was enrolled on 27.9.17 and posted to "B" Coy.

Pte. James Macdonald was enrolled on 1.10.17 and posted to "D" Coy.

Pte. E. H. Taylor was enrolled on 1.10.17 and posted to "A" Coy. No. 4 Platoon.

Pte. G. A. Tisdall was enrolled on 2.10.17 and posted to "B" Coy.

Pte. D. J. Jones was enrolled on 2.10.17 and posted to "D" Coy.

Pte. T. G. Turnbull was enrolled on 2.10.17 and posted to "D" Coy.

Pte. W. H. Dudge was permitted to resign leaving the Corps on 1.10.17.

## LEAVE.

Pte. E. M. Raymond, "B" Coy., is granted two months' leave from 5.10.17.

Pte. L. D. McNeill, "A" Coy., is granted three months' extension of leave from 12.10.17.

Pte. A. R. Lowe, "B" Coy., is granted 21 days' leave from 4.10.17.

Pte. E. E. Dowland, "A" Coy., is granted one month's leave from 9.10.17.

Pte. R. M. Austin, "A" Coy., is granted three weeks' leave from 12.10.17.

## PROMOTIONS.

Pte. C. A. Grimes is promoted Corporal, dated 1.10.17.

## TRANSFER.

Pte. Thomas Thompson is transferred from "B" Company to "D" Company, dated 4th October, 1917.

## TRAINING.

The following courses of training have been approved by the G.O.C.:

Men over 50 years of age—12 drills per annum (in the cold weather).

Musketry Course as for Transport Workers Battalions.

"D" Company—12 drills per annum (in the cold weather).

Musketry Course as for Transport Workers Battalions.

Orders for Artillery Company by Capt. J. H. W. Armstrong, Y.D.

Duties for remainder of this month, as per last week's orders, are cancelled.

## PARADES.

TUESDAY, 9th instant—7.30 a.m. Right Half Company at Belchers Battery.

5.30 p.m. Left Half Company at Belchers Battery.

THURSDAY, 11th instant—5.30 p.m. Left Half Company (Gun numbers other than specialists) at Belchers Battery.

FRIDAY, 12th instant—7.30 a.m. Right Half Company (Range Takers' Class and Gun Numbers as detailed at Belchers Battery).

5.30 p.m. Left Half Company (Layers' and Setters' Class only), at Belchers Battery.

5.30 p.m. Left Half Company (Layers' and Setters' Class only), at Belchers Battery.

Orders for Engineer Company by Captain W. Russell.

STW to 12th instant.

Nightly E. L. Manning at Belchers and Lyceum as per Rosters posted at Headquarters.

## OFFICERS ON DUTY.

Lyceum, Lieut. Stevenson, O.I.s

2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

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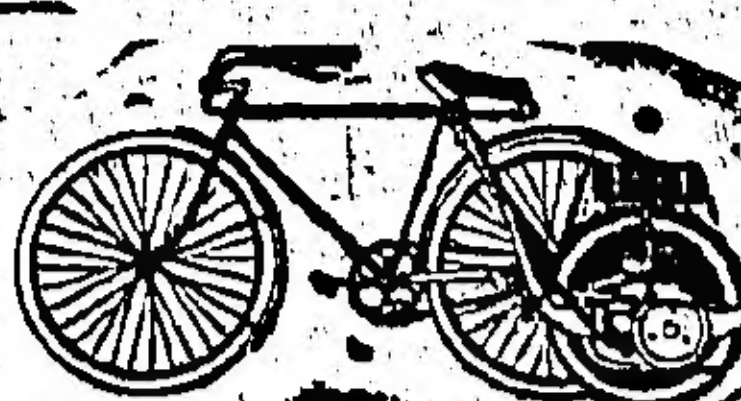
2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

2nd Lt. Brown, O.I.s

## "SMITH" MOTOR WHEELS.



Latest Models just arrived.

ALEX. ROSS &amp; Co.

4, Des Vaux Road, HONGKONG.

Tel. 27.

## AWAY IN THE LEAD AND STILL GAINING.

## BORATED LAVENDER BATH AMMONIA

EXPRESSLY PREPARED

## FOR TOILET USE.

ANTISEPTIC CLEANSING

This new preparation will be found to combine the aromatic properties of the French Toilet Waters with the cleansing power of Ammonia.

DELICATELY PERFUMED with the sweet odour of MITCHAM

LAVENDER the bath has a new charm.

The addition of antiseptics REMOVES SKIN IMPURITIES,

and frees the bath from the distressing skin troubles so prevalent in tropical climates.

50 cents and \$1.00 per bottle.

Queen's Dispensary

(HARPER & CO.)

Tel. 492.

31, Queen's Road Central.

## TO LET

NO. 4 "BASILE" Lyttelton Road, 4 Rooms House with Servants Quarters.

Apply to—Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building, Hongkong, August 25, 1917. 2007

## TO LET

IMMEDIATE ENTRY, four very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to the Manager, Hongkong Ice Co., Ltd., 48 Connaught Road Central, Hongkong, August 2, 1917. 2003

## TO LET

FLAT in Nathan Road, Kowloon. Four rooms house in Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, August 22, 1917.

## TO LET

OFFICES at 2 Connaught Road Central. OFFICES in King's Buildings.

HOUSES in Morton Terrace and Wong-nai-chong Road.

HOUSES on Shamshau, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

TO LET. OFFICES at 2 Connaught Road Central. OFFICES in King's Buildings.

HOUSES in Morton Terrace and Wong-nai-chong Road.

HOUSES on Shamshau, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

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HOUSES on Shamshau, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

## WEATHER REPORT.

October 5d. 1917. 32nd. — Warning to Hongkong Coast Ports, Manila, etc. — Typhoon in Lat. 15° N. Long. 135° E. moving W.N.W., velocity unknown.

October 5d. 1917. 30th. — No returns from Japan and Vladivostok. Pressure has decreased slightly to moderately at all stations reporting. The anticyclone has weakened, and the depression over S. Annam has filled up. A typhoon formed to the east of Luzon yesterday; at 6 a.m. this morning it was situated in Lat. 15° N. Long. 135° E. approximately, moving W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 77.64 inches, against an average of 77.08 inches.

Forecast for the 24 hours ending at noon on the 6th October: 1.—Hongkong to Gap Rock: N.E. winds, fresh; fair. 2.—Formosa Channel: The same as No. 1.

3.—South coast of China, between Hongkong and Lamooks: The same as No. 1.

4.—South coast of China, between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS FOR OCTOBER.

The following table shows the Standard Time at which Official Night ends and begins during the month of Oct. 1917:

Date	Ends	Begins
Oct. 5th	8.33 a.m.	6.10 p.m.
" 6th	8.34	6.10
" 7th	8.35	6.10
" 8th	8.36	6.10
" 9th	8.37	6.10
" 10th	8.38	6.10
" 11th	8.39	6.10
" 12th	8.40	6.10
" 13th	8.41	6.10
" 14th	8.42	6.10
" 15th	8.43	6.10
" 16th	8.44	6.10
" 17th	8.45	6.10
" 18th	8.46	6.10
" 19th	8.47	6.10
" 20th	8.48	6.10
" 21st	8.49	6.10
" 22nd	8.50	6.10
" 23rd	8.51	6.10
" 24th	8.52	6.10
" 25th	8.53	6.10
" 26th	8.54	6.10
" 27th	8.55	6.10
" 28th	8.56	6.10
" 29th	8.57	6.10
" 30th	8.58	6.10
" 31st	8.59	6.10

## ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

OCTOBER 5, 1917. a.m.

Station.

Hour.

Temperature.

Humidity.

Direction.

Force.

Weather.

Wind.

W. Stock.

Memuro.

Hokodate.

Tokio.

Nagasaki.

Kobe.

Yokohama.

Osaka.

Kyoto.

Hiroshima.

Fukuoka.

Sapporo.

Hakodate.

Naha.

Kagoshima.

Okinawa.

Hainan.

Shanghai.

Tientsin.

Peking.

Tientsin.

Peking.

Tientsin.

## SHARE REPORT.

OCTOBER 5th, 1917.

Stock and paid up Value.

Q'ties

11.30 A.M.

Last Dividend

and Date.

Approximate

return based

on last

year's

div.

BANKS.

Hongkong & Shanghai 112 1/2 630 a.

Interim of 23-3/4 s/c 1917.

61 p.c.

MARINE INSURANCE.

Canton 50 530

North China 25 T. 110

Union 100 780 b.

Yangtze 60 190

WIRE INSURANCES.

China Fire 25 130

Hongkong Fire 50 230 b.

SHIPPING.

Douglas Steamship 100 773 a. d. b.

Steamboats 15 127 1/2 b. & a.

Indo-China 25 335

(Preferred) 25 335

(Deferred) 25 335

"Shen" Transport 21 107 1/2

"Star Ferry" 10 630 a.

REFINERIES.

China Sugar 100 132 a.

Malacca Sugar P. 30 340 a.

MINING.

Kailashan 21 40

Langkai 10 T. 14 b.

Ranch 21 250 a.

Tinchi Mines 21 250

Ural Caspian 21 32

DOCKS, WHARVES AND GODOWNS.

Kowloon Wharves & 50 831 b.

H.K. & Whampoa 1 816 b.

Shanghai Docks T. 1 72 b.

Hotels, Land and Buildings.

Hongkong Hotels 50 894 a.

Central Estate 10 839 b.

Hongkong Lands 10 838

Humphreys Estate 10 838

Kowloon Lands 10 838

West Point 10 838

Shanghai Lands T. 6 T. 72 a.

COTTON MILLS.

Ewa 50 T. 55

Shanghai Cottons T. 50 T. 115 b.

Rang Yik 10 T. 114 b.

Yungtong 5 T. 54 b.

Oriental 10 T. 38

MISCELLANEOUS.

China-Borneo 15 844

Light & Power 4 544 a.

Ch. & Providence 10 874 a.

D. & F. 10 874 a.